

# ARMY AND NAVY CHRONICLE.

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## CONGRESSIONAL DOCUMENT.

Memorial of Henry Hall Sherwood, praying the aid of Congress to enable him to perfect and secure the benefits of his invention for determining the variation of the needle, and for finding the latitude and longitude by the aid of magnetism, &c., June 15, 1838—Referred to the Committee on Naval Affairs, and ordered to be printed.

To the honorable the Senate and House of Representatives of the United States in Congress assembled:

Henry Hall Sherwood, of the city and State of New York, respectfully represents: That he is a native of the United States, and by profession a physician; that he has long been convinced that by the aid of magnetism, new and better methods than those now in use might be discovered for determining the variation of the needle, and for finding the latitude and longitude both by sea and land; that, as the result of this conviction, he, for upwards of twenty years, devoted all the time which, in his limited circumstances, was not necessarily spent in the support of his family, to the investigation of that science, and of the nature and properties of the magnet; that in these pursuits he has made the following discoveries, hitherto as he believes unknown to mankind, which will render magnetism an exact science, and prove of great practical importance to mankind, viz:

1. He has magnetised a continuous iron ring as well as a circular iron plate; a result hitherto regarded as impossible, and the practicability of which is denied in the latest and best treatise on the subject; in proof of which he refers to the work on magnetism in the library for promoting useful knowledge, by Dr Roget, of London, published in 1832.

2. He finds that in the magnetised ring, as well as in the magnetised iron plate, the magnetic poles are not in the axis of the ring or plate, but at one point on the left, and another on the right of the axis; making each an angle of  $23^{\circ} 28'$  with the axis; the same angle which the polar circles make with the axis of the earth.

3. He finds that the magnetised ring or circular plate has two hemispheres, like the earth; and a magnetic equator; and a magnetic axis at an angle of  $23^{\circ} 28'$  with the axis of the ring; and a line of no variation, on which, as well as on the magnetic equator, the needle lies parallel with the axis of the ring or plate; that on the magnetic equator, the dipping needle is horizontal; that on either side of it the dip is in proportion to the distance from the equator; and that at the magnetic poles it is perpendicular.

4. In the magnetised plate and bar, he also finds the same law governing the place of the magnetic poles as the magnetic axis; connecting them makes an angle of  $23^{\circ} 28'$  with the axis of the plate or bar.

5. In every magnet, he finds that the magnetic poles are not on the outer edge of the ring, plate, or bar, but within the edge and at the depression of  $2^{\circ} 23'$ .

6. By the magnetic ring he has discovered the true laws of magnetic motion and influence, which have hitherto been unknown, and which are now, by the use of the ring, and of the plate, clearly and easily demonstrated.

7. By the aid of the magnetic ring, he has discovered the precise position of the magnetic poles of the earth, the existence of which has been known for a considerable time, although their true position has hitherto been the subject of continual controversy, and has not to this day been even conjectured by any writer on magnetism; and has ascertained that the magnetic poles are in the polar circles, or  $23^{\circ} 28'$

from the poles of the earth; and the magnetic axis makes that angle with the axis of the earth.

8. The position of the magnetic poles in the polar circle is also confirmed and established by numberless calculations founded on this fact, and furnishing, results exactly true.

9. He has discovered that the magnetic poles of the earth are not stationary, but revolve in the polar circles; moving regularly from east to west round the poles of the earth; and that the period of their revolution is 666 years, wanting a few seconds, and that their annual motion is  $32' 26''$ .

10. He has discovered that the needle, when on the magnetic equator, always lies in the plane of the terrestrial meridian, or is parallel with the axis of the earth.

11. He has discovered what is called the line of no variation, is not a winding irregular line on the earth's surface, as drawn in the latest and best nautical charts; but a great circle of the earth, or magnetic meridian, passing through the magnetic poles, as regular in its form and progress as any other great circle of the earth.

12. If a series of magnetic meridians be imagined, passing through the magnetic poles, he has discovered that the circle of no variation is that magnetic meridian which passes at the distance of  $6^{\circ} 28'$  from the poles of the earth.

13. He has found that the circle of no variation, like the magnetic poles, is not stationary, but revolves round the earth in 666 years, and  $32' 26''$  in one year.

14. He has traced the circle of no variation and has found that half of it which now crosses the continent of America, and which, from its cutting the arctic magnetic pole, may be denominated the arctic semicircle, or the arctic line of no variation, on September 15th, 1837, passed near, or through, the following places, viz: Proceeding from the north magnetic pole, in latitude  $66^{\circ} 32'$  west, longitude  $93^{\circ} 16' 03'' 04'''$ , it traversed Hudson's bay west of Mansfield and Southampton islands; entered James's bay between Lake Muskinaw and Abbitibbe river; ran through the Abbitibbe country; crossed the east part of Lake Manitoulin; proceeded a little west of Lake Simcoe; passed about  $1^{\circ}$  west of Toronto; crossed the western point of Lake Ontario, and the eastern point of Lake Erie; passed about  $31'$  west of Fredonia, New York; about  $1^{\circ}$  east of Pittsburgh; about  $2^{\circ} 22'$  west of the city of Washington; about  $32'$  west of Charlottesville; about  $1^{\circ} 30'$  west of Richmond; about  $35'$  east of Raleigh, North Carolina; about  $7'$  west of Wilmington, North Carolina, and about  $1'$  west of Cape Fear. Thence it passed through the Bahama islands; cut the east end of Cuba, about  $2'$  west of the town of Baracoa; cut the western peninsula of St. Domingo, about  $17'$  west of La Vacha; crossed the Caribbean sea; entered South America, about  $39'$  west of Point Gallinas; passed about  $10'$  west of the city of Maracaibo; intersected the equator in longitude  $69^{\circ} 09'$ ; passed west of Buenos Ayres; crossed the east cape of Soledad, and cut the antarctic circle, in  $43^{\circ} 04'$  west. The eastern or antarctic semicircle of no variation, he has also traced in its whole progress; but from a regard to brevity omits the description of it here.

15. He has ascertained the exact angles which the circle of no variation, as well as all the other magnetic meridians, make with the terrestrial meridians, in every degree, minute, and second of latitude, and in every degree, minute, and second of longitude on the globe; and has, with great care and labor, constructed a series of TABLES, founded on the known principles

of geometry and trigonometry, by which these angles are easily ascertained.

16. He has also discovered the precise angles which the magnetic axis makes with the geographical meridian, in each degree, minute, and second of the globe; and has constructed a series of tables, by which these angles may be at once determined.

He begs leave further to represent that he has invented a new instrument called the **GEOMETER**, for which he has entered the caveat for a patent, in the Patent Office, and for which, at an expense of more than \$1,600, he, more than a month since, sent out to London and Paris. This instrument consists partly of a dipping needle, and partly of twelve concentric moveable circles, marked respectively with degrees, minutes, and seconds, and with corresponding tabular degrees, minutes, and seconds. Its practical use may be easily understood by any person unacquainted with the principles on which the tables are constructed, if he understands the four ground rules of arithmetic. By means of this instrument, the following important points may be easily and certainly determined:

1. The plane of the magnetic parallel of latitude of any place.
2. The plane of the magnetic meridian.
3. The dip.
4. The variation of the needle.
5. The distance of the circle of no variation, and the angle which its plane makes with the plane of the geographic meridian.
6. The angle which the magnetic axis makes with the meridian.
7. The angle which the magnetic meridian makes with the geographical meridian.
8. The longitude of the magnetic pole from London.
9. The exact latitude of any place.
10. The exact longitude of any place.

All these are ascertained without the aid of sextant, or quadrant, or chronometer, or celestial observations, on land and at sea, as easily in a cloudy or dark sky as in the clearest sunshine or starlight, and far more accurately and unerringly than by any methods now in use.

He further represents that the variation of the needle cannot be taken by any other method without a celestial observation; that it cannot be taken at sea, even in fair weather, with accuracy, in consequence of the motion of the vessel; that on land, and in fair weather it is rarely taken with accuracy; that no observation of the latitude can be taken at sea, or on land, without fair weather; and that great mistakes are usually made at sea in calculating it; that fair weather is equally necessary for taking the longitude whether by the chronometer or any other instrument; that attempts to determine it at sea are known to be generally fruitless; and that great errors very frequently occur, in attempts to determine it on land; that for three centuries it has been the grand desideratum of the commercial world to discover a certain method of determining the longitude; that for many years the Board of Longitude, in London, offered a reward of £20,000 sterling for this discovery, without success; that the board paid to the artist who made the best chronometer carried out by Captain Parry, £10,000 sterling, and since then has offered £8,000 sterling to the person who should devise a method by which the chronometer could be used at sea with entire accuracy in discovering the longitude; and that board gave Captain Ross £5,000 sterling for approaching so near the north magnetic pole, as 70° 6' north latitude, and 90° west longitude, an error of 3° 34' of latitude, and of from 3° to 4° of longitude; that owing to the impossibility of fixing a ship's exact place at sea, hundreds of American vessels are annually lost; that in 1836, as reported in the public prints, more than eight hundred were thus lost, most of them undoubtedly from this cause; that difficulties constantly arise in survey of lands from ignorance of the

law of the variation of the needle; and that law suits are constantly originating from the same cause; that the same difficulties have arisen in fixing the boundaries between the United States and the adjacent territories, as well as between the States; and that, owing to a mistake by an engineer in determining the precise place of the 45th degree of latitude, a fort was erected on the west side of Lake Champlain, at an expense of more than half a million of dollars, which has since been found to be within the limits of Lower Canada.

He further represents that repeated and direct attempts have been made by several foreigners in the city of New York, to possess themselves of the entire secret of his invention and discoveries, in order, as he cannot doubt, to secure to themselves, if possible, patents in Europe, and if not, to gain a high reward from the British Parliament, as well as any honor which might accrue from the invention and discovery; that Godfrey, a native of Philadelphia, after having invented the quadrant, explained the invention to an Englishman of the name of Hadley, and disclosed to him his design of taking out a patent for it in England; that Hadley anticipated him in the patent and the reward, gave his name to the instrument, claimed the invention as his own, and transferred the honor of it, in the view of the world, from America to England; that, as the discoveries and the invention of which he has spoken, are wholly his own, he alone is entitled to any profit which may accrue from them; and that should they be thought to confer any honor, it is due only to him and to the land of his birth.

He further states, that he has had the honor of explaining these discoveries, and of exhibiting the **geometer** to a considerable number of the members of both Houses of Congress, as he trusts, to their satisfaction; and that he hopes to have the pleasure of doing the same to the other members of the two Houses during the present week.

He further represents that he has commenced the publication of a volume, in quarto, to explain the discoveries in magnetism, as well as the nature and use of the **geometer**, to be accompanied with numerous plates, and attended with great expense; that the manufacture of the instrument, in order to introduce it into general use, will require a large outlay, much larger than he is able to meet, with no immediate returns, and that it is his purpose, if enabled so to do, to proceed to England and France, to secure what he conceives to be a just reward for the labors of a life successfully devoted to the welfare of his country and to mankind.

He therefore most respectfully petitions both Houses of Congress to give the premises due consideration; and if the invention and discoveries which he has recited, shall appear to them of high importance and value to the people of the United States, then to enable him by their friendly assistance to proceed, without delay, to the accomplishment of the objects he has specified, as well as to feel, that in prosecuting them thus far, he has not jeopardized the ultimate welfare of himself and of a family dependent on his daily exertions for their support; he giving an express pledge that for the instruments purchased for the national ships and for the service of the United States, nothing shall ever be demanded for the patent. And, as he may find in Europe that the instruments may be made with greater accuracy and on better terms, and that the works proposed, with the plates, may also be better executed *there* than *here*, he also requests that he may be authorised to import both the books and the instruments, as both are, in an important sense, a national concern, *duty free*.

With this statement of facts, he cheerfully commits himself to the justice and honor of Congress and his country.

H. H. SHERWOOD.

Washington, June 13, 1838.



*From the New York Journal of Commerce.*

**DR. SHERWOOD'S GEOMETER.**—We have had on our table for a number of days the report of the Committee of the U. S. Senate, Mr. Tallmadge Chairman, on the memorial of Henry Hall Sherwood, of New York, claiming to have made new and important discoveries in magnetism generally, and more particularly in the magnetism of the earth; and representing that he is the inventor of an instrument called the Geometer, whereby, without the aid of the quadrant, sextant, or chronometer, it is practicable and easy, at sea or on land, and in all weathers, to determine, merely by the dip of the needle, the variation of the needle, and the latitude and longitude of any place on the surface of the Globe. These are large claims, it must be admitted; but so much the better, if they are founded in justice. On this point, strange as it may seem for an editor to confess his ignorance, we do not feel ourselves competent to express a decided opinion. That the invention is real, is beyond dispute; and equally so, that it is ingenious, and as a matter of science, important. The only question in our minds, and it is the great question, as to the practical value of the invention, is, whether it ensures, or is likely to ensure, that degree of accuracy in determining the latitude and longitude, which is indispensable to the safety of navigation. An imperfect "observation" may indeed be better than none, especially in the case of long storms or fogs, when it is impossible to make solar or lunar observations; and so far, at least, we are prepared to concede to the invention the merit of practical usefulness. We do not expect that the Geometer will supersede the quadrant, sextant, and chronometer, or any of them; yet it may come to the relief of those instruments in cloudy and stormy weather, when from the nature of the case they are disabled from service. It may also be useful on land.

The Senate report, while it treats the invention and the inventor with great respect, is cautious in the expression of opinions, as likewise are Commodores Patterson, Jones, and Aulick, of the navy, in their testimonials appended to the report. The Committee, however, say, that while they are "unable, from their own knowledge, to pronounce an opinion as to the extent of Dr. Sherwood's discoveries, and of the practical operation of the Geometer in all cases, they have seen and examined the subject sufficiently to satisfy them that his efforts to advance the cause of science, and to confer such immense benefits upon mankind as a successful result of his experiments would do, entitle him to the liberal patronage of Congress." Commodores Patterson and Aulick express their belief that "whenever the Geometer can be placed free from motion, it will give true results; but that owing to the constant motion of a ship at sea, the vibration of the needle will be necessarily so great that the accuracy of the results cannot safely be relied upon." Commodore Jones says, "The application of the instrument to its intended purpose, on land, appears to me to have been sufficiently demonstrated; whether it can be advantageously applied on board a vessel, at sea, is a practical question, which I cannot pretend to decide. I learn, however, that some of the officers of the navy most competent to determine this point, believe that observations sufficiently accurate to render the instrument a valuable acquisition in navigation, may be made on board of a vessel under way." There is also appended to the report a long letter from Rev. Sereno E. Dwight, D. D., who has devoted much attention to the subject, and come to conclusions altogether favorable to the invention, both theoretically and practically. Dr. Sherwood's theory is partially broached in the annexed memorandum, communicated to Senator Tallmadge by James Ferguson, Esq.

*Dr. Sherwood's theory of magnetism, as applicable to the discovery of the latitude and longitude of places on the globe, as far as I have been able to understand it.*

This theory proceeds on the principle, that the longitude of the north magnetic pole has been determined to be 93 deg. 16 min. 03 sec. 04 thirds, on the 15th September, 1837, and its uniform latitude to be 66 deg. 32 sec.: That this magnetic pole performs a revolution around the terrestrial pole 666 years, less 36 min. That this time was calculated from actual observation of the situation of the line of no variation, and consequently of the magnetic pole in different and distant periods of time: That the annual rate of motion of the pole, and line of no variation, was determined by dividing 360 deg. by 666, which gave 32 min. 26 sec. for the annual rate of motion: That it was determined, by a series of experiments, that the *magnetic axis* of a *magnetized* body was *always* at an *angle* with the *axis* of the *body* itself; and that the angle of the magnetic axis of the earth was at an angle with its terrestrial axis of 23 deg. 28 min.; and that consequently the magnetic equator of the earth was at an angle with its terrestrial equator of 23 deg. 23 min.: That the magnetic axis, and consequently magnetic meridian, being always at the same angle with the terrestrial meridians, and the motion of the needle bearing a certain proportion to the motion of the poles and magnetic meridian, a table was constructed on these principles, which gave the exact angles of the magnetic with the terrestrial meridians in the different latitudes, and the exact difference in degrees and the parts of degrees between the variation of the needle and the variation of the line of no variation from any meridian; and thus the longitude of places was determined. The same table gives the angles of the magnetic with the terrestrial latitude, and the distance of the magnetic equator from the terrestrial equator in any longitude. Such is the theory.

The value of the principles embraced in this theory, depends, like all others in every branch of practical philosophy, upon the character of the facts from which they are drawn; but this much may be safely affirmed, that if the facts be such as to warrant the principles he has drawn from them, then the application of these principles to the discovery of longitude must, upon the soundest geometrical reasoning, be of mathematical certainty; for instance, if Dr. Sherwood has been able, by deductions from incontrovertible data, to construct a table, as he professes to have done, which gives the exact angles of the magnetic with the terrestrial meridian in the different latitudes, and the exact difference in degrees and the parts of degrees between the variation of the needle, and the variation of the line of no variation from any meridian, then the determination of the longitude must follow as certainly, as the conclusion from any demonstrative truth whatever.

JAMES FERGUSON.

#### MAGNETISM.

*From the Journal of Commerce.*

**MR. EDITOR:** A memorial by Henry Hall Sherwood, of this city, to the Senate of the United States, claims to have made certain new and important discoveries, "whereby, without the aid of the quadrant, or sextant, or chronometer," but merely by the dip of the needle, he can, "on shore or at sea, determine the variation of the needle and the latitude and longitude of any place on the surface of the globe," was referred to the Committee on Naval Affairs, at the last session of Congress, and the report printed as per Senate Document No. 499.

The letter of S. E. Dwight accompanying the report, contains all the information on the matter, and from Mr. Dwight's paper we may draw the following conclusions:

1st. That the dip of the needle does *not* change in the same parallel latitude except when the angle of no variation is E. or W.; that the variation changes in the parallel when north or south of the magnetic equator. (Page 9.)

2d. That the variation does change with the latitude and longitude, and that if the dip is given, either of these may be determined. (Page 9.)

3d. That in calculating either the latitude, variation, or longitude, one element is sufficient, viz: the dip of the needle; from this the latitude and variation may be first calculated, and then the longitude; in the latter calculation the latitude and variation are made use of. (Page 14.) And inversely, if the latitude and variation are given, the dip can be calculated, &c.

As I have not Dr. Sherwood's tables before me, and cannot understand his theory sufficient to reconcile these contradictions, I will not speak of it, but will confine myself to Mr. Dwight, and draw a few more conclusions, which I think I am warranted in doing by his paper.

1st. That as the latitude and variation can both be determined by the dip alone, either of these would determine the dip, both being dependent on one element in calculating.

2d. That as latitude and variation do both depend on the dip, if the latitude is given, the variation can be calculated, as also the longitude.

3d. That as Dr. Sherwood calculated Example IV., without the place being named, from the dip, (12 deg. 11 min. 30) in the presence of Mr. Dwight, he possesses the power of animal magnetism, and Mr. Dwight does not.

4th. That the examples, though calculated "according to definite rules," are not calculated to make any one believe in the great discovery of Dr. Sherwood.

5th. That it is evident from the whole, that it is an easy matter to humbug the Senate and House on scientific matters, as also on currency.

I would suggest that for the future, when such matters are referred to the Naval Committee of either House, they should lay the whole before the Board of Navy Commissioners, for them to investigate; it is in their sphere, and from the result of their experiments in inclined planes, ship building, and steam navigation, they must have a stock of "*undeveloped genius*" on hand to dispose of.

KEPLER.

#### DOMESTIC MISCELLANY.

*From the Globe, Aug. 1.*

#### MR. SECRETARY DICKERSON AND THE NAVY.

We omitted to notice the departure of this gentleman a few days since for his residence in New Jersey, where we earnestly hope he will, for the remainder of his days, enjoy that philosophic repose to which his long and faithful public services so justly entitle him.

It has been the fashion of late, and most especially since the subject of the exploring expedition occupied public attention, to decry this gentleman; and, with him, that branch of the public service over which he presided.

So far as we have been able to learn, most, if not all, the complaints against Mr. Dickerson's administration of the Navy Department, originated in those qualities, which, though they constitute the charm of social life, too often stand arrayed in direct hostility to our public duties. He was too indulgent, it is said, in granting leave of absence, without due discrimination; in permitting officers to accept or reject a service to which he had ordered them; and in various other ways neglecting or declining to enforce those rigid rules of discipline so indispensable to the vital principle of every service.

There is probably some truth in this, for such is the universal impression; and universal impressions

are generally well founded. If so, Mr. Dickerson may be justly liable to blame for indulging a feeling in his public station, which in private life is so amiable and praiseworthy. He should have recollected that private feeling and public duty are too often arrayed against each other, and that in a vast majority of cases, it is only by the sacrifice of the one that we inherit the honors to be derived from the proper discharge of the other.

However this may be, the general impression is that the discipline and character of the navy are at a very low ebb. There may be some truth in this, though we are satisfied the truth has been exaggerated. That the service has deteriorated from the exalted elevation it had attained at the close of the late war cannot be denied. But is not this the inevitable and invariable consequence of a long peace? What is exclusively intended for war, can only flourish in its highest perfection in war; and to say that the character and discipline of the navy have degenerated in twenty-four years of peace, is only to say what may be applied with equal justice to every service under heaven in similar circumstances. But the exposures which took place immediately after the installation of the late President, prove that the degeneracy had been most rapid in the period which then intervened between that time and the close of the war.

Yet we are not disposed to deny what we are assured, on authority we cannot question, is true, that there does exist in our navy defects, which, if not speedily eradicated, will not only lose it the affections of the nation, but make it the scorn and contempt of the world. We will enumerate some of these, for it is time, and high time, the truth should be told.

We are assured, and believe, that there is a total want of that *esprit du corps*, without which there can be nothing high or ennobling in the profession of arms. Instead of the generous avarice of glory, which should inspire every true sailor, it is said that a mean and pitiful jealousy, equally degrading to the man and the profession, pervades all classes of officers; that instead of cherishing the reputation of every member as a part of their own, and viewing with complacency any favor accorded to merit or services, it is their habit to contemplate it with the scowl of envy, as an unmerited reward, earned without desert, and conferred without discrimination. A service constituted of such materials, and disorganized by such unworthy principles of discord, can neither merit nor receive the affection and respect of a great and generous nation. It contains within itself the seeds of its own mortality; or, if it exists at all, must dwindle out a life of contempt and insignificance.

We are furthermore assured, by our own observation, and from information derived from authentic sources, that there is a disposition in too many of our young officers, most especially, to decline, or [in other] terms, to *skulk* from service; or at least from all service but such as they may be pleased to think agreeable, or worthy of their pretensions, real or imaginary. This is said to be most alarmingly apparent during the present season of the year, and a most alarming epidemic rages among them, which can only be cured by a sojourn for a month or two at the White Sulphur Springs.

The young gentlemen of the navy—so, at least, says common report—seem to have forgotten that when they received their commissions they gave themselves to their country; that, in return for rank, maintenance, and rewards, she has a right to their entire services, and to the sacrifice of their lives to her defence or honor. They seem to think, so we are told, that the motives and feelings which compel a man to handle a spade or shovel for his daily bread, are those which inspire him to wield his sword in the service of his country; and that inasmuch as a lazy lout skulks from his work whenever he can



live without it, so the defender of his country has a right to quarter himself upon her, feed on her vitals, get as much out of her as he can, and do as little for her as possible. With such a spirit, or, rather, absence of all spirit, deeply rooted and daily gaining ground in the service, neither Mr. Dickerson nor any other man living can bring back the navy to the high water-mark of glory, where it once floated the admiration of the world. It is impossible to make heroes out of men who adopt the maxims and principles of *cobblers and tinkers*.

Having incidentally, and without premeditation, broached this subject, we shall follow it up by some other causes, which have been suggested to us, as contributing to the deterioration of the navy.

—  
*From the same, Aug. 2.*

We understand, and are assured of the fact from our own observation, that a very degrading and debasing practice has become common among some officers of the navy, and, for aught we know, the army too. We allude to the habit of coming to Washington, and tagging at the heels of members of Congress, with the pertinacity of sturdy beggars, animated, or rather depressed, by the consciousness either that their own merits and services do not entitle them to the favor they ask, or that the man in whom it rests to grant it has not the sense to perceive nor the justice to yield to their claims. Nothing, in our opinion, can more distinctly indicate a consciousness of the absence of all well-founded pretension, than a resort to such means in its support. It is equally an insult to their chief and a degradation to themselves. We sincerely hope that if the new Secretary of the Navy catches any officer campaigning at Washington in this manner, he will kidnap the gentleman forthwith, and employ him in some more honorable vocation. We have heard it hinted that such is his intention.

It is also said, and probably with truth, that little or no attention is paid by some officers of the navy to the just claims of each other; that in seeking service, they do not hesitate to push themselves forward by the aid of personal importunity, or extraneous influence, into situations which justly appertain to others; and, when disappointed, to cry out against the injustice of the Secretary, and make this a pretext for declining all service whatever. To these young gentlemen we have only to say, that, in every service, and, indeed, throughout every variety of human life, all cannot be gratified; and that, if every man were permitted to choose his own place, there would be nobody behind. All cannot be gratified; and in a military or naval service, most especially, obedience is the first and greatest duty, unless some crying, flagrant injustice is attempted.

Last, and most weighty and serious of all the allegations against the navy, is the charge we have now to notice. It is the general impression abroad that the love of glory, which alone gives dignity to the profession of arms, and distinguishes the soldier from the cut-purse and cut-throat, has given place among them to the love of money. It is affirmed that a sordid spirit—an itching, grasping, monopolizing spirit—is every day gaining ground among them. Forgetting that their country has placed on them the badge of honor, which stamps them gentlemen wherever they go; which elevates them to the rank of her representatives in every part of the known world; that, without money, they occupy a station in all honorable society which money cannot bestow; and that the epaulette they wear, if worn with honor, is worth more than the miser's gold; they are accused of making gain their object, and money their god. The report is every where abroad, that now an officer cannot lift an arm in any momentary exigency, without exacting from his country as much as he possibly can for what he is pleased to call "EXTRA SERVICES." If, for a moment, he

performs the duties, (often much lighter than his own,) of a superior, instead of considering the honor of the accident a sufficient remuneration, he brings his claim to suck a little more blood from his country; backs it by an argument more worthy of an ingenious pettifogger than of a high-minded gentleman and soldier, and presses it with a pertinacity only paralleled by the absurd folly of his pretensions.

Such are some of the charges now current all over the land, which have contributed mainly to wither the laurels of our glorious navy, and almost wrested from it the affections of the people. That these charges are greatly exaggerated, we have no doubt. But, at the same time, it is probable there is too much truth in them. Else could it never have happened that, even as before the last war, our navy had to fight itself into the favor of the nation, so is it likely to be in any future one, unless something decisive is done, and soon. And what is that something? The officers of the navy must adopt new maxims, and propose to themselves higher motives of action, than those by which they seem now to be animated. They must awake to the dignity of their profession; they must cherish the *esprit du corps*; they must depend more on their own merits and services, and on the justice, impartiality, and discrimination of their superiors; less on becoming the toad-eaters and hangers-on of members of Congress; they must be willing, nay, eager, to serve, when their country calls upon them, and less anxious to visit the White Sulphur; and when they cannot get the service they may choose, must take that which is given them.

In short, they must be more proud of rank than pelf; value honor above riches, and think less of themselves, more of their country. Then will their laurels become green again; then will the red cross become pale at the approach of the eagle which grasps the lightning; and then, as during the late war, will "the windows sparkle with stars," as they pass through the streets of our cities.

Our animadversion will not reach that class of distinguished men who have rendered high service to their country, and have preserved their honor untarnished, their activity and zeal unflagging, during a long and enervating peace. Nor will it touch the emulous and ingenuous youth who have devoted themselves to raise their own with the fame of their country on the wings of its eagle.

#### THE GLOBE AND THE NAVY.

*From the New York Courier and Enquirer.*

The Globe informs us that the NAVY is in a very bad way; that its character and discipline are at the lowest ebb; that its officers are avaricious of money rather than reputation; that they have the "principles and maxims of cobblers and tinkers;" that they campaign at Washington and petition for compensation of "extra services" never rendered; and that all these abuses commenced in Mr. ADAMS's administration, and have been perpetuated and accumulating to the present time. Now this *may be* the case. If so, the PEOPLE should have been informed of the facts years ago. If so, the vigilance of promised REFORM should have detected and exposed it. If so, General JACKSON, Mr. WOODBURY, and Mr. DICKERSON were bound to have communicated this state of affairs to Congress, and to have required its aid in the correction of these gross abuses. For *nine years and a half* these facts have been in possession of the administration. The time one would consider sufficient to have communicated the abuses and to have commenced their correction. But what are the facts?

Not to go further back than the year 1831—what do we hear from the President in his annual message in regard to the NAVY? "The reports from the Secretaries of the War and Navy Departments, which accompany this message, present SATISFAC-

**TORY VIEWS** of the operations of these departments respectively under their charge." The report of Mr. **WOODBURY** for the same year presents the most flattering view of all the relations of the Navy—suggests augmented instead of diminished compensation—complains of no abuses—but paints every thing in connexion with the naval service in a most decided *couleur de rose*. At the same time he informs Congress that he has revised and enlarged the rules and regulations of 1818, and attempted "every thing that promises to ensure, with frugality, promptitude, and rigor, the promotion of the great ends of naval protection and defence." This was the state of things in the Navy some seven years ago, according to the representations of the Secretary of the Department and President **JACKSON**.

We pass over the two succeeding years, not because they suggest the existence of any abuses or defects in the Navy, but because the documents for that period do not happen to be within our immediate reach. In his message of 1834, General **JACKSON** alludes to the wise and liberal provisions of Congress for this "arm of our defence"—suggests the necessity of watching it with the requisite attention—and leaves the general impression that every thing is as it should be in the Department, referring generally to the report of the Secretary for the details of information. And what says the Secretary? "In laying before you, at this time, a succinct view of the condition of our NAVY, and its operations during the past year, it affords me great pleasure to state that its **GRADUAL INCREASE AND IMPROVEMENT** are such as might have been anticipated from the ample means for that purpose which have been afforded by the liberal policy of Congress. *All the services required of our naval force have been promptly performed*; our commerce has been protected in the remote as the neighboring seas; **OUR NATIONAL CHARACTER HAS BEEN SUSTAINED AT HOME AND ABROAD**, while a large portion of our naval officers, seamen and marines have been kept in **ACTIVE SERVICE**, under a **STRICT DISCIPLINE**, calculated to fit them for all the duties which may be required of them, whether in defending our property on the ocean from pirates or open enemies, our shores from hostile aggression or our flag from insult." This we take to be somewhat decisive testimony as to the condition of the navy in December 1834, as far as any dependence is to be placed on the declarations of General **JACKSON** and Mr. Secretary **DICKERSON**.

The message of 1835 suggests an increase of the naval force; but intimates nothing to the disadvantage of the general service. The report of Mr. **DICKERSON** contains the following passage: "In presenting for your consideration the condition of our navy for the past year, it affords me great satisfaction to state that all the available means for its improvement have been *successfully applied*, and that its operations in protecting our commerce, although inadequate to the exigencies of that great and growing interest, *have been highly honorable to the officers serving on our naval stations at home and abroad*." The general impression conveyed by all the executive documents is that of a highly satisfactory condition of the service. Not a word of censure is ventured—not an intimation of any abuses.

The message of 1836 refers Congress to the "report of the Secretary of the Navy for a *satisfactory view* of the operations of the department under his charge for the present year. In the construction of ships at the different navy yards, and in the employment of our ships and squadrons at sea, *that branch of our service has been actively and usefully employed*." It urges the necessity of further appropriations, but makes no complaint of any undue calls for extra compensation. Mr. **DICKERSON**'s report for this year informs us that there has been increased activity in the construction and equipment of ships at our

navy yards, and in the movements of our ships and squadrons at sea and on foreign stations.

But there is still further evidence to be drawn from Executive documents, touching the *representations* which have been made of the satisfactory and prosperous condition of the navy. In January 1837, a committee was appointed in the House of Representatives, with instructions to inquire "into the condition of the Executive Departments; the ability and integrity with which they have been conducted, into the manner in which the public business has been discharged *in all of them*, and into *all causes of complaint from any quarter*, at the manner in which said departments, or their bureaus or offices, or *any of their officers or agents of every description*, directly or indirectly connected with them in any manner, officially or unofficially, in duties pertaining to the public interest, have fulfilled or failed to accomplish the objects of their creation, or have violated their duties, or have injured and impaired the public service and interest."

This committee proceeded to discharge the duties thus confided to them. They were met at the outset with a letter from General **JACKSON**, in which he directed their attention to the following passage from his message of 1836—which we cite in consequence of its direct application to our present purpose: "Before concluding this paper, I think it due to the *various* Executive departments, to bear testimony of their *prosperous condition*, and to the ability and integrity with which they have been conducted. It has been my aim, to enforce *in all of them* a vigilant and faithful discharge of the public business; and it is gratifying to me to believe that there is *no just cause of complaint from any quarter*, at the manner in which they have fulfilled the objects of their creation." And what says Mr. **DICKERSON**? After some reflections upon Congress and the committee, he adds: "I am not aware that any illegal or *irregular* expenditure, allowances, or payments of any description have been made at this department since the 4th of March, 1829. I have no knowledge that any officers, agents or deputies of this department, have from the 4th of March 1829 to the 1st of December last, received salaries, pay or *emoluments of any kind* without rendering service to the Government, or without being in office. \* \* \* I have no knowledge of any commissions to officers in this department which have been ante-dated, or of officers who held other stations or appointments, state or federal, while receiving pay for particular offices or agencies, or who have been engaged in private employment whilst receiving pay from and rendering no service to the United States."

After an examination of thirty days, a period as they say amply sufficient for their investigations, the administration majority of the Investigating Committee made an elaborate report. This document they conclude with recommending the adoption of the following resolution: "Resolved, That so far as has come to the knowledge of the committee, from the results of the investigation, the condition of the various Executive departments is *prosperous*, and that they have been conducted with integrity and ability; that the President has aimed to enforce in all of them, a vigilant and faithful discharge of the public business; and that there is *no just cause of complaint from any quarter*, at the manner in which they have fulfilled the objects of their creation."

The message of Mr. **VAN BUREN** and the report of Mr. **DICKERSON** for 1837, without passing any elaborated encomiums upon the navy, speak in general terms of its highly satisfactory condition.

We have no room to comment on the mass of evidence adduced above, as to the *official information* which the People have received of the condition of their Navy. If we can place any dependence on the statements of the Executive departments—if we can give any credence to the representations of



General JACKSON made under the solemnity of his "official oath," the Navy has been in a "prosperous condition"—in a "satisfactory condition"—in a condition calculated to "sustain our national character"—in a condition of "STRICT DISCIPLINE"—competent to protect our commerce from aggression or "our flag from insult." Did General JACKSON speak the truth? Let the articles of the Globe furnish a reply.

COMMODORE BARRON.—By the death of Commodore RODGERS, Commodore BARRON becomes the oldest captain, and consequently the head of the American Navy, and no one better deserves the station, or can more ably fill it. We have not brought his name forward to "adorn a tale," but to "point a moral," though few names could be more appropriately used for either purpose. Almost all our readers will recollect, that by a train of untoward circumstances, which were subsequently clearly proved to have been beyond his control, this officer was out of the country during all or a greater part of the war of 1812-15; in consequence of which absence, and some mystery that then hung over it, his reputation was under a cloud, both with the navy and the country, for some years after. Yet such is the force of truth and integrity, that this thick darkness which had so long hung over him, and which, perhaps, was considered by all as deserved and enduring, was at length dissipated, and we see its victim standing forth disenthralled, the gallant and honored head of our navy. Few men have passed through more severe trials, or greater changes of fortune, than he has; and the life of none can furnish better arguments against despairing under the most adverse circumstances, or better incentives to perseverance and hope that

"the darkest day,

Run till to-morrow, will have passed away."

—*Pennsylvanian*.

It is said that Com. Hull is to have the command of the Mediterranean squadron, and will hoist his flag on board the Ohio ship of the line. The captor of the *Guerriere* holds now no higher rank than he did at the date of that brilliant achievement. Capt. Dacres, the commander of the *Guerriere*, we see by the late English papers, was made a Rear-Admiral at the coronation.—*Fred. Arena*.

We learn from the Boston papers that Capt. Besse, of the Revenue Cutter *Hamilton*, has been transferred to the Cutter on the Eastport station, and that our friend Lieut. STURGIS will assume, for the present, the command of the *Hamilton*. This arrangement cannot but be beneficial to the service and will, we doubt not, be more than satisfactory to the mercantile community in Boston. In a long-trying experience, Lieut. Sturgis has shown a devotedness and fidelity to the service rarely equalled, and which have richly entitled him to honorable and permanent promotion.—*New Bedford Mercury*.

### SELECTED POETRY.

*From the New York American.*

"Good wine needs no bush," and good verse no praise. Our readers will agree with us in calling the following, by Lieut. Patten, poetry—real poetry.

#### THE TWO VOICES.

BY LIEUT. G. W. PATTEN, U. S. ARMY.

Two voices swell'd athwart the lea,  
I listened while they sang;  
One soft as lute on summer sea—  
One like the trumpet's clang.

1ST VOICE.

Daughter, rest! No cloud of sorrow  
Dews thy brow with tears of stain;

Sleep to-night—the dawning morrow  
Soon for thee will smile again.  
Starlight sleeps upon the water,  
Sunlight slumbers in the West—  
Close thine eyelids, gentle daughter,  
Nature's voices whisper—rest!

Daughter, rest! I smooth thy pillow—  
Lay thy head upon it, sweet;  
Here doth never roar the billow,  
Here the drum may never beat;  
Light of war will ne'er come o'er thee,  
Sound of conflict rend thy breast,  
But thy Father's lip before thee,  
In thy dream shall murmur—"rest!"

Daughter rest! No thorn shall wound thee,  
'Mid thy dream of roses wild,  
Mother's arm is clasp'd around thee,  
Mother rocks her widow'd child.  
Sleep! the weary herd is folded,  
Drowsy birds have sought their nest,  
Hush! the song which father moulded,  
Dies in silence—daughter, rest!

Two voices swell'd athwart the lea,  
I listened while they sang—  
One soft as lute upon the sea,  
One like the trumpet's clang.

2D VOICE.

FORWARD! 'mid the battle's hum.  
Roughly rolls the daring drum.  
Victory with hurried breath  
Calls ye from the months of death,  
War, with hand of crimson stain,  
Waves ye to the front again;  
Onward! ere the field is won—  
Forward! ere the fight is done.

Forward! raise the banner high!  
Toss its spangles to the sky!  
Let its Eagle, reeking red,  
Float above the foeman's head;  
Let its stripes of red and white,  
Blind again his dazzled sight.  
Onward! ere the field is won—  
Forward! ere the fight is done.

Forward! to the front again!  
Uge the steed and loose the rein:  
Spur! amid the rattling peal!  
Charge! amid the storm of steel!  
O'er the stream, and from the glen,  
Cowards watch the strife of men.\*  
Onward! ere the field is won—  
Onward! ere the fight is done.

SUWANEE, Florida.

\* Probably alluding to a certain battle, where it was said certain troops could not be brought into action.

#### MY LIFE IS LIKE THE SCATTERED WRECK.

BY R. EMMETT HOOE, U. S. NAVY.

"My life is like the summer rose."—R. H. WILDE.

My life is like the scattered wreck,  
Cast by the waves upon the shore;  
The broken masts, the rifted deck,  
Tell of the ship-wreck that is o'er;  
Yet, from these relics of the storm,  
The mariner his raft will form,  
Again to tempt the faithless sea;  
But hope rebuilds no bark for me.

My life is like the blighted oak,  
That lifts its sear and withered form,  
Scath'd by the lightning's sudden stroke,  
Sternly to meet the coming storm:  
Yet round that sapless trunk will twine  
The curling tendrils of the vine,  
And life and freshness there impart,  
Not to the passion-blighted heart.

My life is like a desert rock,  
In the mid ocean lone and drear;  
Worn by the wild waves' ceaseless shock,  
That round its base their surges rear:  
Yet there the sea-moss still will cling—  
Some flower will find a cleft to spring,  
And breathe, e'en there, a sweet perfume;  
For me, life's flowers no more will bloom.

WASHINGTON CITY;  
THURSDAY, ..... AUGUST 23, 1838.

### THE GLOBE AND THE NAVY.

It is with regret we have observed that no disclaimer of the violent assault upon the navy by the Globe has been made on behalf of the Department. The inference will be that it is sanctioned, although the general opinion is that it was unauthorized.

In no paper that we have seen, (and we receive them of all political complexions,) have the articles from the Globe been copied with commendation; while the severe reproofs which accompanied their republication by a majority of the press, must convince the officers that their characters are not likely to suffer in public estimation by the course which the official organ has thought proper to pursue. The navy is too strongly fixed in the affections of the people, to be destroyed or even materially injured by the denunciations of any man or body of men.

Were we to attempt to republish the numerous comments upon the Globe's attack, we should not only fill our sheet, but require several supplementary ones. We, therefore, content ourselves with copying an article from the New York Courier and Enquirer, because it embodies the assertions and opinions of the late President, and the two last incumbents of the chair of the Navy Department. What the Courier and Enquirer has omitted we now supply.

In his annual report to the President, on the 3d December, 1832, Mr. Woodbury says:—

"In the performance of these duties, frequently very delicate and difficult, our officers have, in general, displayed commendable prudence, and always their ACCUSTOMED PROMPTITUDE, ZEAL, AND BRAVERY.

"As respects the pecuniary concerns of the navy, generally, it gives me sincere satisfaction to state, that, during the year, not a single dollar is known to the department to have been misappropriated, or lost by misconduct on the part of any of our agents or other officers."

And on the 30th November, 1833, he says:—

"The remaining persons belonging to the naval establishment are the various officers and seamen of the navy. The general conduct of these the past year has been highly commendable. The very small number of courts martial, it is believed, has arisen from an improving spirit of harmony in the service, and from a mild, but firm and uniform system of discipline."

The officers of the navy, the people of the United States, the whole world in short, will form their own opinions as to which is entitled to the most credence: the official declaration of the President and two of his Secretaries, or the unsupported assertions of the Globe.

The attempt of the Globe to fortify its hostile attack by a quotation from this paper is a failure, and we need no further evidence than this fact, that the communication, signed W., which appeared originally in the Army and Navy Chronicle of April 12, 1838, gave no offence to any, but was received by all in the same spirit in which it was written; while its transfer to the Globe, in support of its denunciation, has been viewed with universal reprobation, and by none more than by the author of that article himself.

The names of the following cadets of the U. S. Military Academy, at West Point, are to be attached to the next Army Register, conformably to a regulation, requiring the names of the most distinguished cadets, not exceeding five in each class, to be reported for the purpose at each annual examination in the month of June.

#### FIRST CLASS.

- 1—Wm. H. Wright, N. C.
- 2—P. G. T. Beauregard, La.
- 3—James H. Trapier, S. C.
- 4—Ste'n H. Campbell, Vt.
- 5—J. M. Scarritt, Mo.

#### SECOND CLASS.

- 1—Isaac J. Stevens, Mass.
- 2—Robert Q. Butler, Va.
- 3—H. W. Halleck, N. Y.
- 4—Jeremy F. Gilmer, N. C.
- 5—Henry C. Smith, Me.

#### THIRD CLASS.

- 1—Paul O. Hebert, La.
- 2—Wm. Page Jones, D. C.
- 3—C. P. Kingsbury, N. C.
- 4—John McNutt, Ohio.
- 5—Silvanus Wilcox, N. Y.

#### FOURTH CLASS.

- 1—Zealous B. Tower, Mass.
- 2—Thos. J. Rodman, Ind.
- 3—Henry Wilson, Penn.
- 4—Josiah Gorgas, N. Y.
- 5—Smith Stansbury, Md.

### APPOINTMENTS,

#### IN THE MEDICAL STAFF OF THE ARMY.

The following gentlemen having been examined and approved by the Army Medical Board, which convened in this city on the 16th ult., have been appointed Assistant Surgeons in the Army:

- |                        |                           |
|------------------------|---------------------------|
| 1—James R. Conrad, Va. | 6—R. McSherry, Jr. Va.    |
| 2—Wm. T. Leonard, Md.  | 7—Joseph Walker, Ill.     |
| 3—John Byrne, Md.      | 8—Charles Noyes, D. C.    |
| 4—Ellis Hughes, Md.    | 9—Benj. W. Woods, Ky.     |
| 5—D. C. De Leon, S. C. | 10—Gust. A. Williams, Va. |

We announced as a rumor a week or two since, that the Ohio ship of the line was to be fitted out as the flag ship on the Mediterranean station, under the command of Commodore HULL. We have since learned, but give it as a rumor only, that the frigate Constitution was to be immediately prepared for sea, to return to the Mediterranean, and that the command of her had been tendered to Commodore HULL, and declined. It is rather a poor compliment to offer to a veteran like Commodore H. the same ship he commanded twenty-six years ago, with no higher rank than he then enjoyed; while his then conquered adversary is now enjoying the rank of Rear Admiral.

By passengers who arrived in the steamboat Columbia, on Monday last, from Norfolk, we learn that the exploring squadron sailed on Saturday last. We hoped to have had a complete list of the officers for publication in this day's paper, but are disappointed. We shall no doubt have it next week.

It is requested that all letters and packages on public business for the Assistant Adjutants General on duty in the office of the Adjutant General, be addressed to the "Adjutant General of the Army, Washington city;" if addressed to the Assistants, they are charged with the postage.

### ITEMS.

Captain SHREVE will despatch a boat from St. Louis for Red river, about the 10th Sept. The navigation will probably be open again before the business season commences.

The 2d regiment of artillery, under command of Lt. Col. I. B. CRANE, passed Campbell's station on



the 3d inst. on its way from the Cherokee nation to Lake Erie. The following officers accompanied the regiment: Captain Green, Lt. Townsend, Adj't., Lieut. Peyton, A. Q. M., Lt. Morgan, A. C. S.; Lieuts. Duncan, Bransford, Conkling, Luther, Allen, Daniels, Arnold, Pratt, Sedgwick and Jones; Ass't Surgeon G. R. Clarke.

Four companies of the 4th regiment of artillery, under the command of Major Gardner, and Lieutenants Miller, Phelps, Gregory and Pemberton, arrived at New York on Wednesday, 15th inst., from Charleston.

The brigs Moses and George, and ship Anson, arrived at New York from Charleston, on Thursday last, with United States troops on board. The order of Gen. Macomb assigns the 4th artillery, for the present, to New York harbor.

Gen. MACOMB passed up from Buffalo to Detroit in the Government steamboat Milwaukie, about ten days since.

Gen. EUSTIS passed through Washington on Friday last, from the Cherokee nation, on his way to New York.

Commodores HULL and ELLIOTT were on a visit to the city a few days since.

The French ship of the line Hercules, with the Prince of Joinville, arrived at Brest about the 13th of July, from Newport, R. I.

#### *Correspondence of the Army and Navy Chronicle.*

"CAMP MONIAC, HOGAN'S FERRY, E. F.

August 5, 1838.

"I am alone with my company, in a perfect wilderness of pine woods and cypress swamps, and get no papers or news of any kind. I accidentally heard that the army bill had passed.

"The Okefonokee swamp is the haunt of a body of hostile Indians, (God only knows how many) who are in the habit of occasionally murdering a family of those hardy sons of the forest who have settled near the borders of the swamp. They also steal their cattle, corn, &c. Last month General TAYLOR ordered two companies of dragoons and two of infantry to be stationed on the borders of the swamp for the protection of the inhabitants, and to scout for Indians.

"Captain B. L. BEALL, with his company of the 2d dragoons, and Lieutenant G. W. PATTEN, commanding company G 2d infantry, have erected a fort on the Suwanee near the S. W. corner of the swamp in Georgia, and called it Fort GILMER (in honor of the Governor of Georgia) where they are now stationed.

"I was ordered to establish myself and company at this place, (near the head of the St. Mary's and the S. E. corner of the Okefonokee swamp, in Florida) rather east from Fort Gilmer and 28 miles from it, and the same distance from Trader's Hill, the head of navigation of the St. Mary's, whence I derive my supplies. I arrived here on the 24th ult., having erected a block house, store house, etc., and

call my fort Fort MONIAC, after the late Major DAVID MONIAC, a Creek and an officer of the regiment of Creek volunteers, who was killed in an action with the Seminoles at the Wahoo swamp in 1836. He was a friend and classmate of mine at West Point, and as a small tribute of respect to his memory I call my fort in the wilderness by his name.

"I have neither seen nor heard of any Indians, or signs of Indians, since I have been in the neighborhood. Our forces are too few and too much scattered to be of much service at any rate; and the swamp, I am told, cannot be penetrated to go in pursuit of the natives.

"Captain DADE, with his company of the 2d dragoons, is located, as well as I can learn, near the N. E. corner of the swamp, on Kettle creek, in Ware county, Georgia, not far from Waresboro, some 65 miles from here. Two weeks ago, this day, a man by the name of Wilds, his wife, and six children, were murdered by the Indians, not more than five miles from Dade's camp.

"I have no subaltern with me, and no medical officer, and no physician to be had. Luckily for us, we are in a very healthy place, and I have given orders that no man shall be sick, but some will be lame. We do not like to be moving about under a vertical sun, with the thermometer every day more than 90°, and sometimes 100. It is too hot for men to work from 10 A. M. to 5 P. M."

#### ARRIVALS AT WASHINGTON.

Aug. 16—Paymaster B. F. Larned,	Fuller's.
Lieut. J. M. Morgan, Ordnance,	do.
Major T. Staniford, 8th Infy.	do.
Lieut. W. Frazer, 3d Arty.	do.
20—Lieut. J. H. Simpson, do.	do.
Lieut. W. B. Hayward, 8th Infy.	do.
Capt. S. B. Dusenbery, 4th Arty.	Gadsby's.
Major J. L. Gardner, do.	Alexandria.
Capt. J. M. Hill, A. Q. M.	Gadsby's.
Lt. J. L. C. Hardy, M. Corps, Maj. Walker's.	

#### LETTERS ADVERTISED.

WASHINGTON, Aug. 15, 1838.

ARMY.—Col. J. Bankhead, Maj. S. Churchill, Gen. J. R. Fenwick, Capt. W. B. Guion, Major B. F. Larned, Lt. J. M. Morgan, Lt. R. McLane, 2, Capt. Geo. Naudman, Lt. John Pickell, 4, Major C. Thomas, Lt. Geo. Watson, Capt. W. G. Williams.

NAVY—Geo. W. Clark, Mid. A. D. Harrell, Capt. C. W. Morgan, Lt. Com'dt. McLaughlin, Mid. W. E. Newton, David Porter, 4, Capt. W. Ramsay, Dr. B. Ticknor, M. Taylor, Mid. A. A. Weir.

MARINE CORPS.—Capt. G. F. Lindsay, Lt. J. Watson, 3.

#### PASSENGERS.

CHARLESTON, Aug. 9, per schr. Oscar, from St. Augustine, Col. C. Andrews, of the army.

Aug. 12, per steam packet North Carolina, for Wilmington, Gen. Eustis, and lady, Capt. S. B. Dusenbery, Capt. J. M. Washington and servant, Lieut. H. B. Heywood, Lt. J. H. Simpson, and Maj. R. M. Kirby, of the army.

NEW YORK, Aug. 16, per ship Anson, from Charleston, two companies of the 4th regiment U. S. Artillery, under command of Col. Fanning. Officers—W. W. Morris, Captain; Lieuts. Tufts, Williams, Brent, and Dr. Hitchcock.

Per ship Lafayette, from Charleston, Capt. G. Porter, Lieuts. B. H. Hill, A. C. S., M. J. Burke, Wm. W. Mac-kall, Bradford; Surgeon Charles S. Tripler, of the U. S. A. Three companies, A, I, and D, of the 1st regiment of Arty.

## COMMUNICATIONS.

## U. S. STEAM FRIGATE FULTON.

MR. EDITOR: As very many communications and paragraphs have appeared in your periodical, together with some of the leading journals of the Union, respecting the above vessel, and as, with but one single exception, the writers, in their condemnation of her appearance and efficiency, have either directly, or by implication, denounced her as a failure, and charged the alleged objectionable location of her machinery to those who are the least to be censured for it; the undersigned most reluctantly acknowledges an imperative call upon him to give a brief history of the construction of this vessel, on account of his connection with one portion of the work and arrangements; and at the same time embraces the opportunity to render that justice to others which he considers to be their due. In furnishing the following history, he wishes it distinctly understood that personal feelings, beyond a regard to self-defence and common justice, have not induced one word, for he well knows that it does not become him, neither is he called upon, in a public manner, to censure or defend his seniors, however much he may differ with them in the propriety of the general course they adopted to gain the necessary information respecting, and the plan pursued in the construction of, a steam vessel, being well aware that it is not for him to define their duties or prerogatives, neither does he. In addition, a recapitulation of the progress of the Fulton is an essential feature in this article, in its tendency, and may be interesting to many, as well as *useful* to a majority of those who have written of her; and for its correctness, I refer to the records of Congress for June, 1838.

The Navy Department called upon the Commissioners of the Navy to build a steam vessel for the defence of our *ports and harbors*; and they, in turn, required the services of such, and the only persons that they had authority to call upon, ordering them to proceed to New York to make the necessary inquiries, and to note such information as they could glean from those who were presumed to be better informed upon a subject than they who had never sought or embraced an opportunity to make themselves acquainted with it. The persons so appointed proceeded with the duties assigned to them, but, unfortunately, met with one who induced them to give a preference for engines, not only decidedly objectionable for a vessel to run in salt water, but of a construction long since discarded, as well as very limited in application; in the principle, I allude to the high pressure engine, and in construction, to the vibrating cylinder.

Induced to entertain a preference for this description of engines, the vessel was by them planned to accommodate them, which plan was submitted to the Department by the Commissioners, and by the Department approved of, and orders given that a vessel should be "constructed agreeably to the plan." Thus it appears that the dimensions of the hull of the vessel were not given by the Commissioners of the Navy, neither were they the arbiters; they merely officiated in the behalf of the Department in procuring information, and transmitting such orders as were to them directed in this novel branch of the Service.

The next and most important portion of the work to be performed, was the procuring of engines and boilers. In the fulfilment of the order to the Commissioners from the Department, they, almost simultaneously with the "laying down" of the vessel, (Sept. 1835) instituted enquiries respecting engines and boilers, the most advisable for a vessel of this description. Upon conferring with the proper persons, all idea of high pressure engines, and especially the vibrating cylinder, was immediately discarded, and two condensing engines of 46 inches cylinder

and 9 feet stroke, decided upon. The necessary advertisements for proposals for engines and boilers were published, and the result was two offers, one from the West Point Foundry Association, for the *engines and boilers*, and the other from Mr. Daniel Large, of Philadelphia, for the *boilers alone*, and at a less price than his competitors. The subject being referred to the Secretary of the Navy, he expressed his "opinion" that the first proposals for the engines, and the latter for the boilers, should be accepted, which was agreed to; but upon the decision being made known to the West Point Foundry Association, they very naturally declined performing one portion of the work without the other. Here the first, and one of the most injurious delays arose, as the hull of the vessel was proceeding so rapidly towards completion, that alterations, which a definite plan and decision respecting the engines would have suggested, were, when such decision was made, objected to in consequence of the forward state of the vessel, (Dec. 1835.) In fact this decision, causing a delay at this time, was most unfortunate for the eventual success and efficiency of the vessel; for had the building of the engines and vessel kept a more equal pace with each other, alterations in the latter would have been made; the engines (as it will be seen hereafter) would have been smaller, and consequently all objections to the present ones, on the score of their great power, would have been removed. Further progress in the procuring of the engines, as well as the Engineer (the latter having been applied for by the Commissioners since December) was delayed until July, 1836, when another consultation of Engineers, in company with the Navy Commissioners, was held at the Navy Yard, New York, and the subject discussed *de novo*. The following dimensions were recommended: first, by the West Point Foundry and the Engineer, 46 inches cylinder and 9 feet stroke; secondly, by other manufacturers, severally, 50 and 56 inches cylinder, 9 feet stroke. The Commissioners returned to Washington, and decided upon cylinders of 50 inches, (the mean of those recommended.) Proposals were again asked for, and that of the West Point Foundry accepted.

Now, although it was very easy to build a vessel, and equally easy to build engines and boilers, it was found somewhat difficult to put two large condensing engines, and the necessary number of boilers, in a vessel that had been planned for the accommodation of *high pressure engines*, of a peculiar construction. *Hic labor, hoc opus est*. But to whom was this most egregious and unprecedented error to be attributed? Not to the Constructors; for they furnished a plan of the hull, required by the Engineer *THEY* consulted, and performed their work in the most *substantial* manner. The Commissioners, it appears, exerted themselves to secure the success of this experiment; but how can a novice decide upon a subject when his teachers disagree?

Here also it is due to state that the Engineer recommended an addition to the vessel in length, which was objected to in consideration of the forward state of the vessel, and a difference in opinion of its propriety, on the part of those to whom the proposal was subjected.

The engines, by unanimous consent, were decided to be placed nearly horizontally, a portion of them resting upon, or appearing above, the deck; simply for the reason that there was not space enough below deck to accommodate them, together with the boilers and a coal hold. Now, if the hold of the vessel was too shallow for engines of a sufficient capacity to propel the vessel at the required or necessary speed, neither the Constructors nor the Engineer were at fault in placing a portion of the engines above deck; and if, as advanced by many, the engines are too large, they again are not to blame, when they recommended smaller ones. But on this point it is worthy



of mention, that although it is very easy to assert that the engines are too large, it is not by any means so easy to point out any very great advantage that would have been derived from engines of less power, for the reason that a considerable decrease of power would have been attended with but a very little comparative difference in weight or space occupied, as power and weight in a steam engine do not progress in the same ratio.

The exposure of the engines to gun shot is also another prominent theme of animadversion by writers; and on this head, also, as well as many others, a word in reply can be said. All must admit that it is most desirable that the machinery of a steam vessel of war should, *if possible*, be completely protected from shot; but as such an arrangement or construction of engine and vessel has never yet been effected, we will speak of naval steamers as they are. The engines of the *Fulton*, when the vessel is in the position that she is designed to be, or would be placed in engagement, chasing, or chased, present a "target" of but 40 1-2 square feet, which could very easily be rendered secure from shot, by inclined planes, which are designed, and would be added, if circumstances warranted their construction. I fearlessly assert that there is not a steam vessel of war afloat in the service of any nation, the engines of which are not more exposed to a raking shot, even if the engines are but of two-thirds of the power of those of the *Fulton*; and of the truth of this I challenge a refutation.

The exposure of the smoke pipes I admit is great, but the number could not easily be reduced by any connection of them below deck, when the smoke is delivered *two feet above it*. This, however, is solely to be attributed to the build of the vessel. It is also due to the Constructors to say that some of the difference in the draught of water of the vessel, from that which they estimated, and predicated her depth of hold upon, is owing to an excess in the weight of stores, provisions, men, and engines, over and above that furnished them when designing her construction.

Further, the difference in capacity for fuel, from the data furnished by the Engineer, is owing to the inability of the vessel to support a greater quantity with safety, as well as the occupation of portions of the hold for other purposes than that originally intended.

Thus it appears from a recapitulation of the above, that the abuse of the *Fulton's* unfitness for sea is altogether gratuitous, as she never was designed other than for the defence of *ports and harbors*; that a portion of the engines is placed upon deck, because the whole of them cannot be accommodated below; and that her engines, although exposed, are not inordinately so: that the construction of the hull was not that which the Engineers approved, or that the Constructors themselves would have designed, had they been given proper information respecting the necessary form of engines, &c. On the other hand, that the Navy Commissioners took such steps, which, by any other than a chain of the most unfortunate circumstances, would not only have insured a reasonable success, but would have entitled them to credit, where, under the present termination, they receive animadversion, and censure, and most of all from those who are the least acquainted with the subject.

As to the Contractor for building the engines and boilers, and the Engineer, the one was called upon to erect engines of a specified size, and to place them in a certain vessel, and the other to superintend their construction and erection. The result of their labors is open to inspection, and is tested in the unexpected, and, I may say, unprecedented, speed for a vessel of this build and depression, as 15 1-2 miles per hour can be obtained; a rate far exceeding that of any other naval steamer on either side of the Atlantic by miles. In fact, and to use a technical phrase, the

*Fulton* "throws her wheel" 2.2-3 of a mile an hour faster than the *Great Western* does hers; and the latter vessel is said to be the fastest English steamer ever built.

But admitting the *Fulton* not to be remarkable for her beauty, or capabilities as a sea boat, it is not to be wondered at; for the one was never consulted, and the other never intended, and unless the Carpenter, Engineer, and Sailor work in unison, all steam vessels will be failures. It is but fair to suppose that such an unison will be accomplished hereafter, and we may therefore reasonably look for naval steamers, that in appearance and efficiency shall be what the character of our country calls for, and the ability of her artisans warrants, and of a certainty can produce.

Before closing, I have again to express the unwillingness with which I have introduced this subject in a public print, as well as my regret at having what I consider to be a just cause for such proceeding. In fulfilling it, I have sedulously endeavored "nothing to extenuate," and disown "having set down aught in malice."

A YOUNG ENGINEER.

#### THE GLOBE AND THE NAVY.

MR. EDITOR:—In looking over the papers of the day, to see the various comments elicited by the recent attack on the navy by the *Globe*, I confess my surprise was great on perceiving that suspicion should, in many cases, rest on the present Secretary of the Navy, as the author of those offensive articles. I cannot imagine how such an idea could be for one moment entertained with respect to him. Mr. PAULDING has long been favorably known to the public as a gentleman and scholar; and to his friends as a warm admirer and strenuous advocate of our navy. With many of the officers he has been long associated, and among them are numbered some of his most intimate friends. When placed at the head of the Department, he entered on the duties of his office, animated by the firm and patriotic intention of devoting himself solely to the best interests of the navy; having no other object in view than its honor and welfare, upon what possible grounds then it can be supposed he would have commenced his career by a fierce and indiscriminate attack on the officers of that corps, I cannot conceive. Had he entertained the injurious sentiments expressed by the *Globe*, (and attributed to him) and was desirous to correct the evils, surely his good sense would have dictated a different course from the one pursued by the *Globe*. He had it in his own power to apply the only remedies which could have availed. Why then assault the navy in the public prints? arraying against himself not only the entire service, but all its friends. It would have been an act of folly and madness of which he is incapable; besides, the whole tenor of his life, his urbane and gentlemanly deportment and nice sense of honor contradict directly the supposition.

One writer, in his zeal, advises the officers to show their indignation at the *polls*. His motives are easily understood. Hitherto the navy has kept aloof from party strife, maintains a strong hold on the affections of the nation, and will not lend itself for party purposes, or be injured by the *Globe*. Others call on the Secretary to disavow the offensive publications. That he could do so with perfect truth, I have not a doubt; but I do not see the propriety of the demand. Were the heads of Departments held accountable for the innumerable attacks of the *Globe* on individuals, or masses of those who differ with that paper in opinion, and could be called on to avow or disavow them, their whole time would scarcely be sufficient for that occupation alone. Once admit the principle, and where would its operation cease? It is to be hoped the officers of the navy will not allow their confidence to be shaken, but repose in the

honor and integrity of the head of their Department. Let his own acts speak for him; in so judging they will award him, what all should be willing to render—  
JUSTICE.

#### DOMESTIC INTELLIGENCE.

HEAD QUARTERS OF THE ARMY, }  
Buffalo, N. Y., August 11, 1838. }

##### GEN. ORDERS, No. 2.

The following disposition has been made of the troops approaching this frontier from the Cherokee country:

1st. On reaching Cleveland, Ohio, the officer in command to the second regiment of artillery will detach three companies under the officer next in command to the Michigan frontier, to report to Brig. Gen. Brady, at Detroit, who will cause two companies to be posted at Detroit, and one at Fort Gratiot.

2d. On the return of the transport, (the steamboat Milwaukee) the commanding officer of the 2d regiment of artillery will embark with the remaining companies for Buffalo, where he will establish the regimental head quarters, and post four companies, detaching two companies to garrison Fort Niagara.

3d. The first regiment of artillery will move upon Plattsburgh, where the head quarters will be established with four companies, two companies at French Mills, N. Y., one company at Swanton, one company at Troy, and one company at Derby, in Vermont.

4th. When the tenth company of each regiment of artillery shall have been recruited, it will repair to head quarters—that of the 2d regiment will be thence detached, to take post at or near Rochester, New York.

5th. The 4th regiment of artillery will take post, till farther orders, in the harbor of New York.

6th. The two companies of the 2d regiment of infantry on the northern frontier, will repair to Houlton, (Maine) where the head quarters of the regiment will be established; Lieut. Colonel Cummings will take command of that post, on being relieved by Colonel Worth.

7th. The 8th regiment of infantry will be concentrated at Sacket's Harbor, whence detachments or guards will be made and posted at Oswego, French Creek, and Ogdensburgh, and such other points, intermediate, as the commanding officer may find expedient.

8th. The adjutant general of the army will order all other officers not belonging to the regiments on the northern frontier, to repair, without delay, to their respective regiments, or to the particular duties to which they have been assigned.

The several commands, as arranged in general order, No. 1, will be continued as heretofore, except as to the posts in Vermont, which will hereafter be regarded as part of the command from French Mills in New York, to the extreme end of the Vermont frontier—head quarters at Plattsburgh.

BY ORDER OF MAJOR GENERAL MACOMB,  
Commander-in-Chief.

We understand that at the request of the War Department, General Scott has postponed his visit to the North, until the emigration of the Cherokees in September has been completed.

The Hamilton Gazette, printed at Ross's Landing, in Tennessee, states that—

"The collection of the Indians commenced on the 25th May last, under the direction of Major General Scott, and at the present time, all the Indians are collected at the different depots—about 8,000 at the Cherokee Agency—2,000 at this place—1,500 at a new camp twelve miles from the Agency, and 800 at Fort Payne, Alabama. These numbers comprise all the Indians in the territorial limits of the nation, with the exception of a few who have pledged their words to come in, in proper time."

The whole number of Indians in the nation on the 23d of May, was estimated at 16,000—out of this number about 2,600 were despatched by the Superintendent by water to their new homes in the West during the month of June. They are divided into three parties; the first consisting of 950, which started about the 15th of June, under the following officers: Lieut. Davis, U. S. Artillery, conductor; Messrs. Reeves, Walder and Cox, assistants. Messrs. Oates and Folger, physicians. The second party of 800 started about the 10th of June, under the following officers: Lieut. Whiteley, U. S. Artillery, conductor, Messrs. John Hooke, and P. Price, assistants. Messrs. Hodson and Morrow, physicians. The third party, consisting of 1,070, started about the 16th of June in wagons to Waterloo, Ala. where they were to be embarked in boats. The officers in charge of the party, are Henry Bateman, conductor; Messrs. Goody and Standifer, assistants; Messrs. Hoyle and Willoughby, physicians.

"We understand the first party mentioned reached the Western Nation, in twenty days, without the loss of a life. The second party is presumed to be near the Western Nation, and the third party has, perhaps, by this time reached the Mississippi river.

"On account of the season, Gen. Scott on the 18th of June, suspended the emigration until the 1st September next, at which time vigorous operations will be commenced; in the mean time nothing will be done except to subsist the Indians at different depots."

From the Floridian, Aug. 4.

By the politeness of His Excellency, the Governor, we have been furnished with the following letters:

HEAD QUARTERS, 6th INFANTRY,  
Steamer Frances, Ocklockony river,  
Middle Florida, 31st July, 1838.

Dear Sir:—I started on the 21st inst. from my Camp, James Island, on an expedition up the Ocklockony river in my small boats.

I ran up the Ocklockony as far as I could get, without some means of clearing out the river, which I had not with me; we passed the mouth of the Talogie river, and soon afterwards found it impracticable to move further upwards.

The Creeks have been concealed in the swamps of this river ever since they left the Apalachicola. I discovered many fresh signs, and a few of the Indians were seen, but they scattered and fled as soon as they saw me; we pursued them four or five miles through dense hammocks and cane brakes, but only succeeded in taking two prisoners, one the wife of Checotee Emathla, the principal chief, and her sister; we captured six canoes and a considerable quantity of their baggage, such as clothing, skins, cooking utensils, and a small quantity of dried bear meat.

On the 26th I detached two companies near the mouth of Talogie river to scour the country along the eastern bank of the Ocklockony. They had not proceeded more than five miles before they saw a party of Indians on the western side. The command fired on them and they fled as usual after returning the fire. No injury was sustained by our side. I do not know whether they sustained any or not. I went up the western side with two companies, but did not meet with the enemy.

On my return to our temporary encampment, it was reported to me that three negroes had been seen by one of the sentinels and fired upon. The prisoners which I have taken are of opinion that they are runaway from the whites.

I shall leave here this afternoon for St. Marks, to procure more small boats and a few crosscut saws, so that I may cut my way further up the Ocklockony. Some of the Creeks have gone further up than I have been able to get. Respectfully, your obedient servant,

G. C. HUTTER,  
Capt. com'd'g 6th Inf'y.  
His Excellency, Gov. CALL.



St. Louis, Aug. 1.—The Military Court of Inquiry in the case of Capt. Crosmán, met yesterday morning at the hour of adjournment, Major Hitchcock presiding, Major Noel and Capt. Moore constituting the court; Captain J. W. Kingsbury acting as Recorder.

In the early part of the examination of Mr. McGunnege, a degree of personal excitement between him and Capt. Crosmán showed itself, and the President of the Court admonished them that no conversation could be permitted between them, and directed them to address the court, and confine themselves to the matter under investigation. A spirit of personality, however, seemed to get the better of their judgments, and notwithstanding the order of the presiding officer to the parties to be seated and desist from further remark, extraneous language continued to be used, when the president adjourned the court. A scene of violence for a moment ensued, but was very soon quelled, and the members of the court, witnesses and spectators dispersed. The court having adjourned until to-morrow.

In noticing the organization of the Court of Inquiry in our paper of yesterday, our language might be understood to convey the idea that the difference between Majors Hitchcock and Noel, as to rank, was of an angry or personal character. Such, however, was not the character of their difference; it was only a conflict of opinion in the law.—*Repub'n.*

**COURT OF INQUIRY IN THE CASE OF CAPT. CROSMAN.**—Owing to the personal difficulty which occurred on Tuesday, and mentioned in our paper of yesterday, as having transpired at the adjournment of the court, Capt. Crosmán was considered as under an arrest, and until this is disposed of by a Court Martial, no further proceedings can be had in the Court of Inquiry. The court, therefore, adjourned over to some future day.—*Ibid*, Aug. 2.

HEAD QUARTERS, WESTERN DIVISION,  
St. Louis Arsenal, Aug. 4, 1833.  
DIVISION ORDERS, }  
No. 6. }

A Court of Inquiry, instituted at the request of Captain G. H. CROSMAN, 6th Infantry, Assistant Quartermaster, and whereof Major E. A. HITCHCOCK, 8th Infantry, is President, convened on the 30th July, 1833, at the Court House in Saint Louis, Missouri, pursuant to Western Division Order, No. 5, present series, to investigate reports and suggestions contained in a certain letter, purporting that Captain CROSMAN had shown marked preference and favoritism to certain houses in the city of Saint Louis, in shipments of public property, and to investigate also, any other accusations or imputations that might be adduced against the Quartermaster.

The Court, after carefully examining all the testimony in the case, is of

#### OPINION,

That the imputations contained in the letter, purporting to have been written by G. K. MCGUNNEGE, referred to in the order of the Court, are without foundation; and the Court is also of opinion that no other imputations against Captain CROSMAN, which have been brought to the notice of the Court, have been sustained; and it is further the opinion of the Court, that so far from there appearing to have been any just ground for the imputations brought to the notice of the Court, either by the letter or otherwise, the conduct of Captain CROSMAN appears to have resulted from a strict regard to a proper discharge of his duties in every particular which has come to the knowledge of the Court.

The proceedings of the Court of Inquiry in the foregoing case, are approved, and the Court is hereby dissolved.

BY ORDER OF MAJOR GENERAL GAINES:

J. C. REID,  
Actg. Asst. Adj. Gen.

Lieut. Col. De Russay is, it will be seen, relieved from duty at his own request at West Point, and Major Delafield is appointed in his place. We confess our

disappointment in this matter, not because of doubt, as to Major Delafield's general capacity, for he is a well educated, intelligent officer, but because Col. Thayer possesses, in our judgment, in a remarkable degree, those peculiar qualities of mind and temperament that fit a man for the very difficult and responsible station of Superintendent of the West Point Academy. Great steadiness, great self-possession, great firmness, unquestionable impartiality, and inexorable justice, united to scientific acquirements of a high order, go to make up his rare character—and it is just such a character that such a school requires. It was, too, the general understanding that Col. Thayer would resume that station. We know not what has brought about the change, but we are sure it is to be regretted.—*N. Y. American.*

PENSACOLA, Aug. 4.—The United States sloop of war Erie arrived here on Sunday last from New York. She came round the south side of Cuba. All well on board. The Erie brings out a number of warrant officers for the squadron.

Commander, A. S. Ten Eick; Lieutenants, J. S. Paine, A. Lewis, Ebenezer Farrand, C. F. Green; Acting Master, John Mooney; Purser, J. C. Holland; Surgeon, J. C. Spencer; Passed Midshipmen, H. F. Wingate, L. B. Avery; Assistant Surgeon, J. W. Taylor; Midshipmen, R. D. Izard, J. C. Williamson, Wm. H. Montgomery, J. J. Barry, I. G. Strain, N. C. Bryant, W. H. Jamesson, J. C. Beaumont, J. Mathews, E. T. Nichols, S. Marcey, James Foster, J. B. Randolph, D. R. Lambert, G. B. Bissell, A. W. Stebbins, N. B. Harrison, S. Edwards, I. Wait, W. W. Bassett, C. Bertody; Professor of Mathematics, J. Norrey; Captain's Clerk, J. C. Clark; Boatswain, J. Morris; Gunner, Wm. Craig; Sail Maker, B. B. Birchstead; Carpenter, S. G. Macomb; Ship's Steward, P. Walters.—*Gazette.*

The United States schooner Grampus arrived here on Tuesday last from a cruise along the Mexican and Texian coasts. She left Tampico on the 23d, when every thing was quiet. The Grampus arrived and anchored outside of the bar on Monday night, the 30th July, and on the day following came up and anchored off the town. She has been absent a month, and has visited and communicated at the Brassos, Vera Cruz, and Tampico. The French brig of war Le Laurier was blockading the first named port. The Grampus left at Vera Cruz, the French Commodore Bazoche, in the frigate L'Hermione, and several smaller vessels, who were maintaining the blockade with great activity. H. B. M. ship Nimrod and an English packet were also there. On the arrival of the Grampus at Tampico, she found at anchor the French brig of war La Perouse, and the U. S. ship Boston, Commander Babbit, and the Concord, Commander Fitzhugh.

The Boston was last from Campeachy, officers and crew all well, and was waiting for a conducta expected at Tampico about the first of this month, with \$350,000. The Grampus made but a short stay at each of the above named ports, and brought no news.

The following is a list of the officers of the Grampus.

Lieut. Com'g J. L. Saunders; Lieut. G. M. Hooe; Master, W. R. Gardner; Ass't Surgeon, E. J. Rutter; Midshipmen, W. A. Wayne, R. M. Tillotson, G. W. Rodgers, H. H. Harrison.—*Ibid.*

The sloop of war Concord arrived here on Thursday last, also from Tampico. She sailed on the same day with the Grampus. Shortly before she sailed, a Mexican vessel was pursued by an armed boat from the French squadron, between Tampico and Vera Cruz, and finding that she could not escape, her crew lashed the helm and yards and abandoned her in their boats. The French boat did not reach her until she got into the surf near the shore. The Frenchmen were then fired on from the shore and several of them wounded.—*Ibid.*

## FOREIGN MISCELLANY.

**BRITISH NAVAL ARCHITECTURE.**—It cannot be too deeply impressed on the public mind, and on the mind of Parliament, that the Naval Architecture of England has been for more than sixty years a subject of vexatious contemplation and irritating discussion. Its degraded state with us, as a branch of scientific art, occasioned the ill success of our fleets in the American war, for whilst our rivals, the French, had long been employing men of the greatest talents and most extensive science in the cultivation and development of the theory of ships, we had never troubled our heads upon the subject, but treated shipbuilding as an art absolutely without principles, until constrained to entertain a different view of it, by feeling the effects of the vast improvements in design, qualities, and force of foreign ships of war. We can here quote the opinion of the present Surveyor of the Navy, as confirmatory of this fact even so late as a few years back. "It is by no means singular (says Sir W. SYMONDS) to consider British-built ships inferior in form to those of France, Spain, and the United States;" and he might with equal truth have added, to those of Sweden and Denmark. This vexatious inferiority had occasioned so much angry discussion in Parliament, that at last, in Mr. PITT's administration, a Commission of Inquiry upon naval affairs was appointed by the Crown, and the state of our naval architecture underwent a most rigid scrutiny. It is to the able, honest, and luminous report of this commission that Viscount INGESTRIE so appositely referred the other night. In the vast mass of interesting evidence which it contains, it is most clearly apparent that the disgraceful inferiority of British Naval architecture arose solely from the circumstance that the philosophical principles of shipbuilding were utterly unknown and neglected in this country; that Government had never taken any pains to educate its Naval architects; and that the only remedy for "this want of foresight and due consideration, which may finally lead to so much danger to the country," was the formation, without delay, of a body of scientific Naval architects, similar to those of the Corps of Naval Engineers of France, which had for long enjoyed a considerable reputation. The recommendation of the commission was carried into effect by an order of the King in council in 1810, and so thoroughly was the Naval Administration of that time, and up to the last eight years, convinced and impressed with the pre-eminent necessity of the School of Naval Architecture so formed, that all considerations of patronage were waived, and we beheld a Government establishment composed of members who had gained admission by nothing but the exhibition of talent and acquirements in a public competition, and whose subsequent rank in the Institution depended entirely upon continued exertion and continued competition with one another for a period of seven years, and at annual public examinations held during that time, at which the present Viscount MELVILLE generally made a point of being present. To this nobleman professor INMAN refers as follows, in his letter, printed by order of the House of Commons, 16th April, 1833:—"In conducting the principal business of the School, of course I acted under the more immediate orders of the Board of Admiralty, at the head of which was Lord MELVILLE the whole time, whose frequent personal inspections and inquiries would have rendered any attempt of mine to trifle with, what to me was a most interesting duty, abortive. In fact I feel confident that, under the direction of this nobleman, more was actually done than the Order in Council anticipated, and on the exact line indicated by that able document."

An education thus given, so as to combine theory with practice, has produced, it is allowed by all competent judges who have come into personal contact

with them, a body of Naval Engineers that the country may be proud of, although the unfortunate blindness of our Naval authorities, and the barbarous prejudices which exist in their minds against the application of science to Naval architecture, have hitherto prevented the nation from reaping any advantages from the professional science of these Naval constructors. And although they have fulfilled their part of the contract to the very letter, which brings them to the middle age of life before its compulsory clauses, "to remain in the Service," expire; yet, and with shame we say it, the present Government treat their portion of it as a dead letter, and, in a spirit of something like spite, heap contempt, in addition to injury, upon the members of the institution, by advancing the most ignorant and time-serving persons to the very situations which their agreement with the Government guaranteed to them, as vacancies should occur.—*United Service Gazette.*

The *Siecle* of Paris says, that one of the objects of Marshal Soult's mission to England, was to obtain permission to remove the remains of Napoleon to France. In this, it is said, he has succeeded, with the aid of the Duke of Wellington. It is stated farther, that the Prince de Joinville is to proceed to St. Helena, in command of a frigate, having on board a soldier from every regiment in France, and that the remains of the emperor are to be deposited under the column in the Place Vendôme, with solemn religious ceremonies, at which the Duke of Wellington will be invited to be present.

Her Majesty conferred the honor of Knighthood on Commander JAMES PEARL, R. N., at the levee on Wednesday. Commander P. had command of the poop of the *Neptune*, of 98 guns, in the battle of Trafalgar; and was one of those brave men who volunteered to break the enemy's protecting boom in Aix roads, which caused the destruction of the French fleet. Upon the latter occasion he steered the *Mediator* fire-ship, and was severely wounded in the head. During the expedition to Walcheren, he commanded the boats of the advanced squadron which destroyed the enemy's flotilla off Bantz, and finished his career in the East Indies, where he received the repeated thanks of the Government of Bengal for his great services during the Burmese war. In this last service he commanded thirty sail of transport ships, and five hundred transport boats; and during the war he took an active part in the storming of Mungdoo Padoa, Mahatte Ramree, and the capital city of Arracan. It may also be mentioned that, at great personal risk, Commander Pearl saved nearly two hundred fellow creatures from among shoals and breakers, after their vessel had gone to pieces—an exercise of humanity which, besides the danger of life, involved a very great pecuniary loss.—*London paper.*

**POWER OF THE OCEAN'S WAVES.**—A late number of the *London Nautical Magazine* says,—

"The violent gales of the 24th and 25th of Feb. last produced their effects on the Breakwater at Plymouth, and owing to their great exposure, they were mostly confined to the western area. So great was the force of the sea, that 8,000 tons of stone from the outer fore shore, or foundation of the structure, were fairly lifted by it, and thrown from the outside over this wall of masonry into the sound. It is a curious fact that the mass of these stones were principally lifted from opposite the circular end on which the lighthouse is to stand, and deposited in an E. N. E. direction from whence they came, thus showing the direction in which the action of the sea was strongest. The upper part of the Breakwater also suffered severely, many large granite blocks, weighing from three to nine tons, of which it is formed, (being firmly cemented and dove-tailed into



each other,) having been displaced and washed over into the sound. This is supposed to have arisen from the compactness of the work not allowing the free escape of the water in the body of the structure when acted on by the great pressure of the external waves, upwards of 250 tons of this work have been displaced, and carried over to the north side of the Breakwater. The tide on this occasion rose five feet six inches higher than usual, and within six inches of the great tide of 1824, when a breach was made by the sea in the main body of the work."

A piece of mechanism has been invented by Dr. Lardner, and constructed for the Steam Navigation Committee of the British Association, which must tend in a great degree to remove the causes which have recently produced so many lamentable accidents in steam vessels. The object of this machine is to keep a self-acting register of the state of every part of the working machinery and boilers, so that not only the captain and engineers can at all times, by the mere inspection of a sheet of paper, ascertain the state of every part of the machinery on which its safety and efficiency depend, but the owners may have a faithful and accurate record preserved of the state and performance of the engine every hour during the voyage. On the return of the vessel to port, this scroll or self-written journal being taken out, any neglect which may have been committed either in feeding the boilers, tending the fires, or, in a word, any omission on the part of any person employed about the machinery, will be there noted with the exact time at which such neglect or omission occurred. If a register, therefore, be kept of the succession of men employed in the several departments, the culpable party will be made known. The mechanism is enclosed in an octagonal case, to be locked during the voyage, and inaccessible to any one on board the vessel, the keys remaining ashore with the owners. A casing of plate glass surrounds the paper scroll on which the performance of the machinery will be written, so that those in care of the vessel may see what is written, but cannot interfere with it. This mechanism is now completed, and will be shown during the present week to scientific men and others, who feel an interest in such matters, after which it will be placed in the Peninsular Company's steam ship the *Tagus*, for which this particular machine has been adapted.—*London Courier*.

## ARMY.

### OFFICIAL.

GENERAL } WAR DEPARTMENT,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 29. } Washington, Aug. 18, 1838.

I....The following Regulation relative to the employment of persons to officiate as Chaplains at certain posts and military stations, in conformity with the 18th section of the act of July 5, 1838, has been received from the War Department, and is published for general information :

"WAR DEPARTMENT,  
Washington, August 1, 1838.

1....The council of administration, on being duly instituted, agreeably to Army Regulations, are empowered to employ, from time to time, such persons as they may think proper to officiate as Chaplain; and the name of the person so chosen and appointed will be reported by the commanding officer of the post to the War office through the Adjutant General.

2....The Chaplain employed at any military post will be required to perform the duties of schoolmaster, under such regulations as may be established by the council of administration, approved by the commanding officer. He will teach and instruct the children of the private soldier, as well as of the officer.

3....The compensation of the Post Chaplain will be determined by the council of administration, subject to the approval of the Secretary of War; but his monthly pay will not exceed forty dollars, in addition to which, he will be allowed four rations per day, with fuel and quarters provided for a captain.

4....The military posts at which Chaplains are to be employed in conformity with the act of congress, will be selected by the Secretary of War, and be announced in General Orders; the number is limited to twenty. J. R. POINSETT."

II....The following is a list of posts at which Chaplains are authorized to be employed agreeably to the above Regulations.

No.	Names of Posts.	States or Territories.
1	Hancock Barracks,	Maine.
2	Fort Gratiot,	Michigan.
3	Fort Brady,	Michigan,
4	Fort Winnebago,	Wisconsin Territory.
5	Fort Snelling,	Upper Mississippi.
6	Fort Crawford,	Wisconsin Territory.
7	Fort Leavenworth,	Missouri Territory.
8	Jefferson Barracks,	Missouri.
9	Fort Gibson,	Arkansas Territory.
10	Fort Jesup,	Louisiana.
11	Fort Towson,	Arkansas Territory.
12	Fort Monroe,	Virginia.
13	Fort Pike,	Louisiana.
14	Fort Morgan,	Alabama.
15	Fort Pickens,	Florida.

BY ORDER :

ROGER JONES, Adj't. Gen.

ADJUTANT GENERAL'S OFFICE,  
Washington, Aug. 15, 1838.

SPECIAL ORDERS, No. 52.

Brevet Captains R. Anderson, E. D. Keyes, and G. H. Griffin, Assistant Adjutants General, are assigned to duty as follows :

The first named at the Head Quarters, Eastern Division; the second at the Head Quarters of Western Division; and the third with the Commanding General in Florida. They will report accordingly without delay.

BY ORDER :

ROGER JONES, Adj't. Gen.

### ORDNANCE DEPARTMENT.

Aug. 14—Major H. K. Craig, assigned to the command of Allegheny Arsenal.

Maj. M. P. Lomax, assigned to the command of Watertown Arsenal.

Aug. 17—1st Lieut. J. M. Morgan, assigned to duty at Allegheny Arsenal.

2d. Lieut. A. B. Dyer, ordered to superintend the construction of the Missouri Depot, at Liberty, under the directions of Captain Symington.

Aug. 22—2d Lt. J. T. Metcalfe, assigned to duty at Augusta Arsenal, (Geo.)

2d Lt. A. H. Dearborn, assign'd to duty St. Louis Ar'l.

## NAVY.

### ORDERS.

Aug. 14—P. Mid. G. H. Scott, W. I. Squadron.  
Master J. Ferguson, Naval Asylum, Philad'a.

Gunner A. Curtis, do. do.

15—Mid. W. A. Bartlett, Naval School, N. York.

16—Surgeon M. Coulter, Rendezvous, Baltimore.

18—Mid. W. E. Newton, ship Fulton.

### APPOINTMENT.

Aug. 16—Nicholas Steinboch, Acting Boatswain.

### RESIGNATION.

Aug. 17—Temple M. Washington, Lieutenant.

### VESSELS REPORTED.

Ship Independence, Commo. Nicolson, and brig Dolphin, Lt. Com'dt. Mackenzie, at Montevideo, 26th June.

Ship Fairfield, Com'r. Mayo, sailed from Montevideo for Rio Janeiro, June 18.

Ship Ontario, Com'r. Breeso, off the S. W. pass of the Mississippi, 6th inst.

## DEATHS.

On board the Revenue Cutter Wolcott, at Middletown, Conn., on the 15th inst., Lieut. JAMES THOMPSON, of the Revenue Cutter Service.

At Fort Jesup, Lou., on the 13th July, PAUL G. BROMWELL, of Co. D, 3d Infantry, a native of Rhode Island.

At Burlington, Vt. on Thursday last, GEORGE W. only son of Lieut. H. B. SAWYER, U. S. Navy, aged 15 months.

**SITUATION WANTED.**—C. H. BURGESS is desirous of obtaining a situation as porter or steward with a gentleman who is going to travel to any part of the United States; with an officer of the United States Army or Navy would be preferred. Inquire at the office of the Army and Navy Chronicle, where he can be seen at any time. Reference may be made to the Editor. Aug. 9—3t

## PROPOSALS FOR PROVISIONS.

OFFICE OF COMMISSARY GEN'L. OF SUBSISTENCE,  
Washington, July 1, 1838.

**SEPARATE PROPOSALS** will be received at this office until the first day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:

*At New Orleans.*

- 60 barrels of pork
- 125 barrels of fresh superfine flour
- 55 bushels of new white field beans
- 880 pounds of good hard soap
- 20 bushels of good clean dry salt

*At the public landing, six miles from Fort Towson, mouth of the Chienmichi.*

- 240 barrels of pork
- 500 barrels of fresh superfine flour
- 220 bushels of new white field beans
- 3500 pounds of good hard soap
- 1600 pounds of good hard tallow candles
- 80 bushels of good clean dry salt

The whole to be delivered in all the month of April, 1839, and to leave Natchitoches by 20th February, 1839.

*At Fort Smith, Arkansas.*

- 600 barrels of pork
- 1250 barrels of fresh superfine flour
- 550 bushels of new white field beans
- 6800 pounds of good hard soap
- 4000 pounds of good hard tallow candles
- 200 bushels of good clean dry salt

The whole to be delivered in all the month of May, 1839.

*At St. Louis, Missouri.*

- 300 barrels of pork
- 625 barrels of fresh superfine flour
- 275 bushels of new white field beans
- 4400 pounds of good hard soap
- 2000 pounds of good hard tallow candles
- 100 bushels of good clean dry salt

*At Fort Crawford, Prairie du Chien, Mississippi river.*

- 120 barrels of pork
- 240 barrels of fresh superfine flour
- 110 bushels of new white field beans
- 760 pounds of good hard soap
- 1800 pounds of good hard tallow candles
- 40 bushels of good clean dry salt

The whole to be delivered by the 1st of June, 1839.

*At Fort Snelling, Saint Peters.*

- 240 barrels of pork
- 500 barrels of fresh superfine flour
- 220 bushels of new white field beans
- 3500 pounds of good hard soap
- 1600 pounds of good hard tallow candles
- 80 bushels of good clean dry salt

The whole to be delivered by the 15th June, 1839.

*At Fort Winnebago, on the Fox river, at the portage of the Fox and Wisconsin rivers.*

- 180 barrels of pork
- 375 barrels of fresh superfine flour
- 165 bushels of new white field beans
- 2640 pounds of good hard soap
- 1200 pounds of good hard tallow candles
- 60 bushels of good clean dry salt

The whole to be delivered by the 1st June, 1839.

*At Fort Howard, Green Bay.*

- 120 barrels of pork
- 250 barrels of fresh superfine flour
- 110 bushels of new white field beans
- 1760 pounds of good hard soap
- 800 pounds of good hard tallow candles
- 40 bushels of good clean dry salt

The whole to be delivered by the 1st June, 1839.

*At Fort Brady, Sault de Ste Marie.*

- 60 barrels of pork
- 125 barrels of fresh superfine flour
- 55 bushels of new white field beans
- 880 pounds of good hard soap
- 400 pounds of good hard tallow candles
- 20 bushels of good clean dry salt

The whole to be delivered by the 1st June, 1839.

*At Hancock Barracks, Houlton, Maine.*

- 120 barrels of pork
- 240 barrels of fresh superfine flour
- 110 bushels of new white field beans
- 1760 pounds of good hard soap
- 800 pounds of good hard tallow candles
- 40 bushels of good clean dry salt

The whole to be delivered in December, 1838, and January and February, 1839.

*At New York.*

- 120 barrels of pork
- 240 barrels of fresh superfine flour
- 110 bushels of new white field beans
- 1760 pounds of good hard soap
- 40 bushels of good clean dry salt

*At Baltimore.*

- 120 barrels of pork
- 240 barrels of fresh superfine flour
- 110 bushels of new white field beans
- 1760 pounds of good hard soap
- 40 bushels of good clean dry salt

**NOTE.**—All bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1839, and 1st March, 1840.

The hogs of which the pork is packed to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears and snout.

Side pieces may be substituted for the hams.

The pork is to be carefully packed with Turks Island salt, and in pieces not exceeding ten pounds each.

The pork to be contained in seasoned heart of white oak or white ash barrels, full hooped; the beans in water-tight barrels, and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and Saint Peters must pass Saint Louis, for their ultimate destination, by the 15th April, 1839. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such store-houses as may be designated by the agent of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract; and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty-days' previous notice. Bidders not heretofore contractors, are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government, otherwise their proposals will not be acted on. Advances cannot be made in any case; and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing Army subsistence."

GEO. GIBSON, C. G. S.

July 12—4 Sept. 20.